

have waited so long to get at this other system of roads—the rural system and the urban system that we are talking about. So what we are suggesting is rather to switch the emphasis at a later date when we are more prepared to continue these urban and rural systems so that in effect the freeze becomes then on the Interstate System and the annual increment into the trust fund because of increased revenue receipts would go into starting this new system.

Mr. CRAMER. May I ask a question there. Do you not think there is a substantial value to the cities as well as to the entire Nation as well as to our defense in keeping our commitment to complete the Interstate System as soon as possible?

Mr. HILLENBRAND. We would certainly agree with that, Mr. Cramer, and we certainly don't want in this testimony or any other after 12 years of supporting the Interstate System to sound like we are not enthusiastic about completing the system. Frankly, in many of these communities we have found that other kinds of roads are getting to be of increasingly urgent necessity. When we started with the 1956 Highway Act we all agreed that we were going to put into effect a freeze on the ABC roads. Now with the increased cost to the Interstate System there are prospects that we might not even be able to get at the ABC system until perhaps as late as 1980 in some people's projection. For example, we understand that new cost estimates between this year and 2 years ago indicate relatively the same amount of cost to complete the system. So that we have had 2 years of appropriations or about \$6 billion and haven't got any closer to the completion dates in terms of dollars involved.

So, Mr. Cramer, we don't want to be in a position of being against the Interstate System. On the other hand, we have got other road responsibilities too, particularly at the city and county level. At the county level, of 3,500,000 miles of roads in the United States we have responsibility for 2,750,000 miles of them. So we have got other problems.

Mr. CRAMER. And we get down to the same problem of money.

Mr. HILLENBRAND. Right.

Mr. CRAMER. And if there is not more money going into the trust fund somebody is going to suffer.

Mr. HILLENBRAND. Well we would be content for you to force more money on us to build more. We would appreciate it.

Mr. CRAMER. I have suggested for a number of years maybe we ought to consider some of the automobile excise tax going into the trust funds.

Mr. HILLENBRAND. We have that matter under discussion now. There is approximately \$1.5 billion that does not get used for highways now.

Mr. CLAUSEN. That is where I believe that you people at the city and county level are going to have to help some of us who generally believe that the development of a highway system as rapidly as possible—we will not complete economic growth—but in my judgment should take priority over some of the other expenditures going into other programs. You should have this kind of priority in the tax revenue if I recall my experiences as a county supervisor.

Mr. HILLENBRAND. We agree with that wholeheartedly. This leads to my point too. We don't want to put emphasis of creating a new sys-